THE STRIKE WIDESPREAD.

Fully 40,000 Railroad Employees Out in the West.

MILWAUKEE AND ST. PAUL YIELDS.

It Is Expected That by To-day 80,000 Men Will Be Ordered Out-No Attempt at Settlement Made Yet-The Men Ordered Back to the Milwaukee Road After the Pallman Sleepers Had Been Sidetracked -Attorney-General Olney Takes Hold and Orders the Arrest of All Persons Interfortag with the Malis-California Has No Through Transportation, and Other States and Territories Affleted in the Same Way-The Disaster to Business

Curroago, June 28.-The Pullman strike and sensequent beyout has assumed the propor-tions of one of the greatest, if not the greatest, battle between labor and capital that has ever been begun in the United States.

In three days the Pullman trouble has apread to nearly all of the important railroads in the United States west of Chicago, with the result that entire systems are tied up and powerless in the hands of employees.

Within three days more than 20,000 men

have either quit work or have announced their intention of so doing in Chicago, and added to this are the many thousands on the systems all through the West who have gone out on strike in obedience to requests from the Mears of the American Railway Union. It was estimated to-day at the headquarters of the American Railway Union that fully 40 .-

000 men are now out on the strike. By to-morrownight nearly double that numstrikers will include not only members of the union, but Knights of Labor, Brotherhood men, and other organizations which can in any way affect the interests of the roads which have decided to stand by Pullman

It was given out at headquarters to-day that orrow morning the different railroads out of Chicago handling Pullman cars would be sufficiently erippied to warrant the removal of American Railway Union from Chicago to Bt.

Martin Elitott, a representative of the union was sent to St. Louis to-night to call out the men on all but two roads entering the St. Louis Union Depot with Pullman palace cars in their trains. To-morrow night, if necessary, President Debe and Vice-President Howard will go to St. Louis to take charge of the strike

It is confidently asserted that within two days all railroads out of St. Louis handling Pullman cars, excepting the Missouri Pacific. will be asked to cancel Pullman contracts of mour a strike.

Vice-President Hoard said to-day that the Union would not exempt a single road in the West or Southwest, and if necessary all of the more important of the Eastern roads would be tied up in order to force a settlement of the Fullman strike. From the showing made within the last three

days by the union, railroad men are inclined to believe that the statement is no idle boast. orders were insued to tie up the Chicago and Alton, the Burlington, and the Rock Island. The instructions to strike were given late this afternoon, and although the committees appointed to act with the employees began work at once, it was no: expected that the men would go aut before 12 o'clock to-night.

Some trains on all of the roads were sent out to-day, although the most of them were made up by the officials and their assistants. The feature of the union's work to-day wa the speedy settlement effected with the Chicago. Milwaukee and St. Paul. This morning a special committee was sent to the general manager of the Milwaukee with a request

Through a misunderstanding several of the Hilwaukee men struck before an answer was given, and this led to the report that the road

was tied up.
The company efficials lost no time in inform ing the committee that no Pullmans would be Sauled over the road, and within an hour the sauled over the road, and within an hour the nine objectionable cars which are run on that line were aide-tracked. President Debs immediately ordered the men back to work and the road suffered but little inconvenience.

The United States Government has taken a hand in the strike so far as it concerns the Santa Fé system. Late the afternoon United States District Attorney Milchrist received a de-patch from Attorney-General Olasy intimating that advices had been reserved from the Postmaster-General, indicating that 'ransportation of the United States mail on the road in question was either obstructed or in danger the eof.

for question was either obstructed or in danger the: eof.

The Atterner-General instructed the United States District Atterner to proceed against all individuals concerned in such obstruction, and to place warpants in the hands of a United States Marshal, who in turn was instructed to appoint all the deputy marshals necessary for the proper entorement of the law and to arrest all persons interfering with or interposing any obstacles to the running of trains carrying the mails of the United States.

This action of Attorner-General Olney was predicated upon a despatch forwarded early it the atternoon, in behalf of the receivers of the Santa Ed. to Fostmaster-General Bissell, setting forth the condition caused by the firste and asking relief.

Eumor was set abroad to day that the meeting of general manuscrs had determined that the strike must end, and that Fullman must consent to arbitration with his striking employees.

When asked by a United Press reporter if it

the strike must and, and that Pullman must consent to arbitration with his striking omployees.

When asked by a United Press reporter if it were true General Manager C. H. Chappel of the Chicago and Alton Kaliroad, said:

There is not a word of truth in the statement. On the contrary, we have organized to read this strike to the bitter end.

We have opened at 732 Rookery building a employment office, and John M. Egah, ormerly Frestdent and general manager of the Chicago and Great Western road, has taken hare of the work of seaming men to take the hare of the work of seaming men to take the hare of these men who decline to switch or the Pullman cars. More than that, we have strady opened a branch diffice in every important oily in the country, and by Saturday light we shall have hundreds of men here to fill the places as fast as vacated."

The strikers had much the best of the situation to-day on the lilified Central. That road a simost entirely tied up in this city and the lilinois division, and thousands of collars are being lost along the line by the inability of the company to handle freight the practical abandonment of its vast suburban service, and the timbility of the traveling public. The strates less to the road is probably in the day returned to work late in the afternoon, lessive the order issued this morning declaring that the Illinois Central would receive no more perishable freight or stock freight. Savestrelies and the finding of suburban traffic.

The strates of the refused at all places on the load whether subject to defay or not.

Seventrelies are befored at all places on the load whether subject to defay or not.

Seventrelies are being of bananas are before an and chicago and it is not less the sould care leads of bananas are before as a set of the refused and it is not less the sould care leads of bananas are before as a set of the sould be and at it is not less the sould care leads of bananas are before and the land of the saw Orleans and Chicago and it is not less the sould care leads of ba

dem. the men there refusing to move them.

One hundred car leads of bananas are between New Orleans and this act, and it is not thought they can be delivered.

The Baitimore and thin has also suspended the reception of perishable freight.

The section men at Grand Crossing, Burnside, and fordham and several construction makes have atruck. The water supply has been ust off at Weldon, and matters are hearly growing more serious.

All day the strikers in the Van Buren street yards rised to indues the train and engine men to strike, with success in a few cares.

It is reported that the firemen were ordered set by their Bro-herbood, but the rumor cannot be confirmed.

Al the engineers in the suburban express serves but two quit work. At Archer arenue handling of mills trains.

It was difficult for the company to keep the second of milmidation by strikers.

The 125 man in the yards of the Northwast.

and "break-up" crews in the yards and the freight switchmen.

Only perishable freight was moved to-day, and the company officials, such as the avaistant superintendent, yardmaster, &c., strate up times trains.

The company is biring all the men that apply for work, and an official of the strikers' places would be filled.

Bix interlocking switch tower operators and as many ground switchmen amuloyed on the foint tracks of the Pitishurgh, Fort Wayne and Chicago, the C. B. and Q., and the Chicago and Alton railroads at the Union 1/spot, and south to Twenty-first street, left their switches and levere at 30 clock this afternoon, when they received orders from the American Railway Union besaduarters to strike in support of the Pullman boveoit.

Authough lew in number, the striking of these men brought confusion and delay to the officials and thousands of patrons who use the suburban and local trains on the Burlington, Pan Handle, and Alton roads, entering the Union Depot.

The Chicago and Northwestern road this afternoon succeeded in sending out its Omaha express, known as "3," without molestation from the strikers.

The train was composed of a baggage car.

rom the strikers.
The train was composed of a baggage car, we day coaches, one chair car, the Wagner copies, and the dining car Delmonico.

All of the passenger coaches were well filled, and the train left premptly on schedule

time.
Twenty minutes later word came to the train despatcher's office that the train had crossed the city limits without meeting with any hostile demonstration and was speeding west-

hostile demonstration and was speeding westward.

Of nineteen through, suburban, and milk trains that had arrived during the morning and up to 1 o'clock, nine reported that they had been delayed by switchmen or pickets at the West Chirago yards, but had been allowed to go on. Eleven sleepers in all came in over the Northwestern this morning.

Late last night 200 employees of the Baltimore and Ohio Rallicoad in Nouth Chicago held a meeting and decided to go on a strike.

Among them were switchmen, car cleaners, towermen, and yardmen. It is said the determination to strike was precipitated by the success of the company in sending out the Pittsburgh express at 4:40 last evening, and to which were attached several Pullman sleepers.

The most significant action taken by rallway officials eince the strike was ordered was that of the General Managers Association of Chicago yesterday.

This hassociation includes the general manager of every railroad entering Chicago except

Chicago yesterday.

This association includes the general manager of every railroad entering Chicago except the Big Four.

Twenty-two general managers are members and twenty-one of them were present at the meeting yesterday, when it was unanimously agreed that the roads would fight the boycott to a finish.

agreed that the roads would ngut the poycoloto a finish.

They decided to import new men to take the places of all the strikers, and declarad conditionity that they would have enough recruits in town to-morrow morning to operate all trains and send them out on schedule time.

This solid front of railways centering in Chicago cannot fail to have an important bearing en the great beyont.

BLOCKED IN THE FAR WEST. All California Is Train-bound-Much Pruis

SAN FRANCISCO, June 28.-It was impossible to-day for a person to leave the State of Call-fornia by rail. Not a train except those engaged in suburban traffic was moving this morning in the whole State. The Southern Pacific Railroad Company adhered to its determination not to run trains without Pullman

cars, and the trainmen last night refused to

handle trains on which these ears were used. The trainmen went to their homes. Reports from Oakland Pier state that no trains running Pullman cars have left there since yesterday morning. At Sacramento the situation is no better. Trains which left San Francisco yesterday for Ogden and the East and for Oregon, with United States mail are side-tracked at Sacramento. A despatch from Les Angeles, says: "No 'gains running Pullman sleepers moving out of here. The Santa Fé abandoned their overland trains for

yesterday and to-day. A meeting was held by the switchmen of the Southern Pacific at Oakland last night and it was announced they would tie up the entire system before a Pullman car should be moved. Three cars of Asstern mail have been sidetracked at Oakland Pler.

The complete tie-up of all overland business by the Southern Pacific Company has excited great indignation here among merchants and the travelling public. The attitude taken by the railroad managers is that they will not move a single through train which usually carries Pullmans, no matter what the hardship to the passengers or delay to the mails.

by the railroad managers is that they will not move a single through train which usually carries Pullmans, no matter what the hardship to the passengers or delay to the mails. The Postmaster here has wired to Washington, invoking Federal aid to move the mails, which are accumulating in enormous quantities on the Oakland mole.

The most exasperating feature of the cituation is that local trains to various places in the State which earry no elsepers are despatched on time. The most serious cost by the blookade will sail upon Wells, Fargot Co. Express company has a big amount of particular trains at various slateness awards a simple side matter at various slateness awards for first, all trains at the sail to the sail of the sail of

men is at the depot to prevent Pullmans moving.

Rannas Cirv. June 28.—The Santa Fé road is completely tited up here. Not a wheel has turned on its rails since early this morning. The trains are made up and stan in the station. The Pullman careare chalted tegether and sealed. General Manager Frey Insists that the Fullman care must be handled.

Toward June 28.—Every through massenger rain has been alandoned on the hants Fe evatem. Leval trains are the only means of transporting the mails. It is feared here that the tile-up will ret involve roads not hauling Pullmans. The situation is growing more serious every hour.

mans. The situation is growing more serious every hour.
General Superintendent H. U. Mudge of the Saata Fe said this morning that he did not expect trouble so soon. He said that every means would be "mpley-d to light the boycert, but he added," it will undoubtedly tie us up for a day or two."

A semplete tie-up?"

Tes, entirely: at least for a day or twe. I cannot tall anything about it definitely just now."

HELESA, Mon. June 28.-Asting under oc-

dera from President Debs. A. R. U. men on the Northern Pacific quit, at the clock last night, and the entire line in the State is tied up.

ASKING U. S. COURTS FOR IPALP. Attorney-General Olney Takes Action in a California Appeal-Other Cases,

San Francisco, June 28.—No overland trains will go out on the Southern Pacific to-night, unless there is a radical change in the com pany's plans. The railroad managers are using every device to bring the strikers into conflict with the Federal authorities. This afternoon the railroad, through United States Attorney Garter, got instructions from Attor may-General Olney directing United States Marshal Long to enforce the law regarding the obstructing or delaying of United States maile

Garter was instructed to prosecute any onfound engaged in hampering in any way the movements of the mails. A telegram was sent to Mr. Olney by Garter asking if the instructions re ferred only to special mail trains or the carrying of mails as on contracts with the Southern Pacific, which is for mails on all regular trains. An answer was received, saying the instructions applied to mails on regular trains. The Southern Pacific announced that their regular trains contained Pullman cars, and hence demanded the protection of the United States

Marshal Long and seven deputies were sent from here to Oakland to protect the mail trains. and sixty deputy sheriffs and ten regular po lice were detailed from Alameda county. The railroad men offered no resistance but when-ever a train was coupled to a Pullman car, engineers, firemen, and train hands simply got off the engines and cars. There being no one to take their places, no trains were brough out of the yard.

in running them.

The railroad company intends to-night to fill a Pullman ear with mail for the Yosemite Valley, place marshale in charge, and then demand that the train be pulled out. The train hands say this will be a firzle. There is a big crowd on Oak-land Mole, where trains are made up, but the strikers are good-natured. They simply say that the Southern Pacific has no business to make Mr. Pullman's fight on this coast.

Cutcago, June 28.-A. Bancroft, representing the Santa Fo Railway system, applied to the

the Santa FG Railway system, applied to the United States authorities here to-day in the name of the receiver, for protection to his road against interference by the strikers. Judge Grosscup is out of tewn, and the Marshal's office decided to act under the order entered in the coal-strike treuble, and to send out deputy marshals.

CINCINNATI, June 28—Judge Taft of the United States Circuit Court, at the request of Receiver Felton, made United States deputy marshals of the trainmen whe will run trains on the Juneau and Crescent road to-day. The same has been done in Covington, Ky.

MILWAUXEE, June 28—The employees of the Northern Pacific on the Montana division have gone on a strike, despite the mandate of the court. Receiver Payne said he had received word from the officials of the road that the men had gone out and that the company was doing the best it could. The only cause of the present strike is the trouble over the Pullman matter.

doing the best it could. The only cause of the present strike is the trouble over the Pullman matter.

No far as the relations with the Northern Pacific Compain are concerned the men declare they have no grievance whatever, but they cannot, under existing circumstances, handle the cars of the Pullman Company.

It is possible further legal steps in line with the injunction issued by Judge Jenkins may be taken. The question new is what will be done to punish the strikers for disregarding the store. Receiver Parne said last night no definite course had been determined as yet, and he did not know what would be done.

Receiver Henry C. Payne of the Northern Pacific road said to-day that the receivers would do nothing to compet their employees to remain at work.

So long as the men do not interfere with the property of the trust estate there remains nothing for us to do." Said he. "They have a perfect right to strike under the orders issued by Judge Jenkins, provided they do not interfere with the rights of the company as guaranteed by the law. The privilege to quit was never denied them by the court."

TOWARD THE EAST.

bout 1,200 Railroad Men Go Out in Cinclanati-Trouble in Indiana. CINCINNATI, June 28.-Fully 1,200 yardmen went out on atrike this afternoon. The order was issued at 1 o'clock. All roads are affected except the Big Four and Pan Handle. The scenes about the railroad depots indicate that little effort is being made to interfere

with the making up of trains.

The busiest place to be found in the early hours of the day was the Central Union Sta tion. Here a large number of railroad officers and deputy United States marshals had as-sembled. The latter were on hand to protect

and deputy United States marshals had assembled. The latter were on hand to protect the Cinnianati Southern road, which is now under the protection of the Federal court.

When the So'cleck train on the Cincinnati, New Orleans and Texas Pacific road was being made up at Ludiow, Rr., there were some signs of trouble, but no outbreak. The presence of several United States deputies seemed to deter the men from interference.

Hammono, Ind., June 28.—The Monon passenger train, east bound, which was stopped at this place by a mob of several hundred sympathizers of the Pullman strikers last night, is still here, with several other trains.

The mob inelated upon the Pullman cars heing detached, and the train crews declared that the entire trains or nothing would go through. The two mail cars of the Monon train were detached, and with the engine proceeded eastward into last night.

The New York and Lake Erie passenger train, with Pullman sleepers attached, avoided difficulty at this viace by leaving its own track one and a half miles cant and running to Dalton, eighteen miles south of Chicago, over the Pan Handle tracks, where it took the track of the Chicago and Eastern Illinois road and ran into the Folk street depot at Chicago, over the Fullman cars have entered and departed from this city undisturbed to enight, sithough apprehension exists that trouble will ensue to morrow. Pittsburgh railroad hands, members of the American Railway Union, this evening ancessed in persuading and stopning ten out of eighteen men who were about to be shipped to Chicago on the 7 o'clock special from the Allegheny station of the Fert Wayne road. The men had answered an advertine at the boyect against Pullman cars and the road.

PHILLUELIPHIA, June 28.—Officials of the Pennsylvania Railroad Company do not anticipate that the boyect against Pullman cars will extend to Philadelphia er any other of the Featwert cities reached by the Pennsylvania Railroad Company do not anticipate that the boyect against Pullman care will extend to Philadelphi

ines.

No far there has been no indication of any attempt to prevent the movement of Pullman cars in the East, and a Pennsylvania official said that he doubted very much whether any serious trouble would be experienced east of thicago.

NEW ORLEANS HAS NO GRIEFANCE. An Order to Strike There Disobeyed by the

NEW ORLEANS. June 28. - The members of the American Railway Union in New Orleans are not in sympathy with the strike. Yesterday not in sympathy with the strike. Yesterday President Boha sent the following message to the beretary of the local lodge of the American Enliway Union in New Orleans:

"All semployees of all branches in the terminal district of the Hilmols Central in Chleage quit work to-day to continue the boycott seminat the Fullman company. Take action thereon at once. Appoint your best man as Chairman and telegraph me his name."

The following reply was received late last night:

"We are working for the Hilmols Central Railroad and not for the Fullman Company. We have no grievance here."

No Signs of Strike in Jersey City.

The American Railway Union's beyout of the Pullman Palace Car Company had not reached Jerser City at midnight. The officials reached Jerser City at midnight. The officials at the Pennsylvania Railroad station said yearchay that they knew nothing about the strike except what they had read in the newspapers. Pullman cars were being run as usual and no trouble had been reported on the eastern divisions of the line.

The same condition of affairs exists in the Erie, New Jursey Central, and Delaware, Lackawanna and Western railroads. The West Shore Bailroad uses Wagner cars. Managar Carli, who has charge of the Pullman Company's business in Jersey City, seld last night that no trouble had occurred at this cell and noths was expected.

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ARKANSAS DEMOCRATS HOOT DOWN PRAISES FOR THE PRESIDENT.

A Convention Made Riotous by the Attempt of the Administration's Friends to Secure an Endorsement of Mr. Cleveland's Personal Integrity-Live Up to the Chicago Platform, the Arkanens Democrats Cry

LITTLE BOCK, Ark., June 28.-The proceedings of the Democratic State Convention today were exciting. Up to noon the time was spent in an unauccessful attempt to choose a candidate for Land Commissioner. This after-noon the rules were suspended and the platform reported, with the unanimous endorsement of the committee. It contained this:

"The Democratic party of Arkansas in Conrention assembled hereby reaffirms its faith in and allegiance to the time-honored principles of the national Demogratic party as expressed in its platform and ratified in its legislation throughout the history of the Government." In addition thereto it makes the following pecific declaration:

We insist upon a strict compliance with the repeated declarations of the party in favor of a tariff for revenue only, to the end that the protection favored by the Republican party and crystallized in the infamous discriminations of the McKinley Tariff bill shall be annulled and a fair competition in the markets of the world shall be opened to the producers of all classes in the United States and fair exchange for our surplus products thereby secured."

The platform also favored an income tax and the "free and unlimited coinage of both silver and gold at a ratio of sixteen to one. It also congratulated the Democratic party and the recopie upon the repeal of "the edicus Federal election in "."

There was an ominous stience following the reading of the platform, and Delegate Adams of Jefferson county moved to amend the finan-cial plank in it by inserting in place of the words "at a ratio of sixteen to one" the sentence "free coinage without discriminating against either metal, upon such rates as shall insure the maintenance of a parity of both metals." This was the signal for a storm which swept over the Convention. Delegates stood on chairs, excitedly crying, "Vote it down!" The Chairman rapped in vain for order. A flood of oratory was poured forth, either in denunciation or support of the amendment. The Hon. W. J. Stowers said in favoring the amendment that Arkanasa Demoerase must stand by the Chicago platform,

"This is the first Democratic Convention ever attended where Democrats threw fith at each other and refused to endorse a Democratic President and Administration." The amendment was rejected by a vote of 350 to 92 and almost instantly another fire-

brand was thrown into the Convention by the Hon. A. H. Sevier of Lafayette county, who advanced to the stand and read this resolution; Recognizing the wisdom and patriotism of our President, Grover Cleveland, and with an abiding faith in his fealty to the principles of our party, we, the Democracy of Arkansas in Convention assembled, do hereby endorse his administration of the Federal Government. While some of us may differ from him in matters of policy, we are agreed in the belief that he is impelled by motives of the highest patriotism and by an unselfish devotion to the highest patrictism and to the highest good of the whole people. Where there are differences ong us in matters of detail we all believe in the free coinage of bilver whenever it can be done consistently with the maintenance of sound and safe currency, and we herethe Democratic party as expressed in the Chieago platform, realizing and believing, as we de, that those principles are enduring because

they are right, and invincible because they are Cries of derision, cat calls, yells, and other expressions of disapproval greeted Mr. Sevier, and when he tried to speak his voice was lost in a tumult of voices. He demanded, however, the roll call on the adoption of the resolution. and two counties, Arkansas and Ashley, were called, both voting against it, when the Convention reached such a pitch of confusion and disorder that Mr. Sevier struggled to the front of the surging mass of delegates who were ewarming around the platform and withdrew

A delegate hastily moved an adjournment until to-morrow morning, and after adopting the platform the motion to adjourn prevailed one delegate remarking bitterly that no such a scene had probably ever been witnessed in a Democratic Convention, and that no Demoeratic President in the country's history had been so treated.

MR. CLEVELAND'S GUARDS.

Two Heavily Armed Detectives Always Near Him When He Drives Out, Washington, June 28.-President Cleveland never leaves the White House now unless he is accompanied by an armed bodyguard. This statement will probably be denied by the White House officials, but it is true nevertheless. This evening, about a quarter past 7 o'clock the President's carriage stood in front of the Executive Mansion, in readiness to take the President for a drive. At the same time a buggy containing two police detectives, one of whom is usually on duty in the suburbs, stood out on Pennsylvania avenue. immediate ly opposite the statue of Jackson in Lafav ette Park. One of the policemen held the lines, while the other kept watch on the White House. Presently the President's carriage drew up under the portico and the President and Private Secretary Thurber came out and entered it. The men in the buggy appeared to know what route the President would take. for they pulled their horse around and fol-lowed. This was done so quietly that the easual pedestrian would not have noticed it. As the President's carriage rolled out of the White House grounds Private Secretary Thurber nodded his head approvingly to the men in the buggy, and at the same time made a remark to the President which was appar ently pleasing the latter, as he smiled perceptibly.

Past the residence of the late Secretary Blains and out on Vermont avenue in the di-rection of the Soldiers' Home went the President's carriage, with the two officers in the buggy about 200 feet in the rear. They kent dent's carriage, with the two officers in the buggy about 200 feet in the rear. They kept a short distance behind the President's team, but not near enough to attract attention. Both men are hearily armed, and they scrutinize closely every suspicious looking person or persons testore or benind the President. One of the officers has been on duty in the suburban precinct for several years, and is familiar with all the hisnways and byways around Washington. Sometimes the officers on horseback to avoid attracting attention.

Not since the days of Abraham Lincoln has a President of the United State ridden through the streets of Washington accompanied by a bodyguard. Old inhabitants recall the days of Lincoln's Administration, when he teok his afternoon drives, with a treop of cavalrymen riding before and behind his high, yellow wheelsed barouche. Sometimes he was accompanied by a member of his family, but more frequently by a member of his family, but more frequently by a member of his family, but more frequently for a member of disappointed several different divisions of his army of Company of the section of the servers of the rear and several different divisions of his army of Company of the section of the servers of the servers of desperation. Then there are the usual quota of harmless cranks, so called, who hover around Washington so long as Congress is in the servers of the servers is in the servers of the servers in the servers is in the servers of the servers in the servers of the servers is in the servers of the servers in the servers is in the servers of the servers in the servers is in the servers of the servers in the servers is in the servers of the servers in the servers of the servers is in the servers of the servers in the servers of the servers is in the servers of the servers in the servers of the servers is in the servers of the servers of the servers is in the servers of the servers in the servers of the servers is in the servers of the servers in the servers is in the servers of the servers in th

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LIFES LOST IN TORNADORS.

fections in Minnesota and South Dakota

MINNEAPOLIS, June 28. - Southwestern Minnesota and eastern South Daketa suffered greatly last night by a series of wind storms.

Details of the damage done to life and property, which have been coming in alowly, show that ten persons were killed and twenty or thirty injured. Following is a list of the dead and injured so far as heard from to-sight. KILLED-Mrs. Sam Boach, Wessington, S. D. Charles Meitke, near Sleepy Eye, Minn. : Mr. Guldan, Maligan, Minn.; Mrs. G. T. Hicks. Pipestone, Minn.: Miss Jennie Lindstrom, of St. Paul, at Darwin, Minn.; Mrs. Sanders, Litchfield; Miss Johnson, and Henry Rhody, Lartmore, N. D.; Miss Nina Swift, near Aber

deen, S. D.; Baby Walchesky, Glencoe, Minn. seriously hurt; John McCabe, two carpenters, and several children, at Henny, B. D.; Joh Weiss and Mrs. John Weiss, Cold Springs, Minn., fatally: John Winkler, Jacobs Prairie, Minn., fatally: — Danzell, Jacobs Prairie, missing: John Schmidt and Mrs. John Schmidt, Sleepy Eye. Minn.; four Schmidt children, one fatally; G. T. Hicks, Pipestone, Minn., seriously; Mrs. Mohannah, near Pipestone, Minn., fatally; Mra. Hickman, near Renville, Minn., seriously : Mrs. Zaske, Renville, Minn.; John Sanders, Mrs. Johnson, and Jens Hanzen, Litchfield, Minn.; Mrs. Bratiz and baby, Forest City, Misn.; Editor Bushnell, Aberdeen, S. D.; Mrs. William Buriette and son, Charles, Minneapolis; Mrs. G. Lemke and daughter, Bertha, Minneapolis.

The storms travelled from southwest to northeast in parallel lines, and there were

The storms travelled from southwest to northeast in parallel lines, and there were three of unusual severity. The westernmost started in South Dakota and traversed the sast end of the State, atriking Alpena, Mellette, St. Lawrence, and Aberdeen in its route. As far as is known this storm did no damage to life or limb, but caused considerable damage to life or limb, but caused considerable damage to life or limb, but caused considerable damage to property and crops.

The central tornado was terrific. It was first heard of at Pipestone, Minn., in the southwest corner of the State, where it struck about 0 P. M. Its record there was one killed, one injured, and serious damage to property in its course. Its path was from 600 to 600 to 600 feet wide. The storm passed over Tracey and Echo and was next heard of at Renville, where it was only feety rods wide. There was another victim here, besides many injured, and there was great devastation of buildings and property. Litchfield was the next in line.

Two were killed and many injured. The northernmest point in the central part of the storm's path apparently was Collegeville, in Stearns county, where the damage was principally to the buildings of St. John's University. The castern tornado started in at Windom about 7:30 o'cleek, or an hour and a half laver than the central storm. No great damage was done at this point, but when the storm reached Siesy Eye its violence was enormous. At least one person was killeds and a number of persons were injured.

The same storm next struck Glenco. The number of killed and injured there has not been definitely ascertained yet, but the indications are that the wind played as great havot there as anywhere.

Minneapo is caught what was apparently the tail-end of this blow. It swept across the city, dipping down to the ground near Lake Harriet and next in New Boston. Telegraph wires are down in many directions, and particulars are difficult to secure.

ROYAL BABIES.

Ketr-Hardie Docon't Care Whether Hts Fa ture King Be Genuine or Spurious, LONDON, June 28 .- Lord Rosebery, in the House of Lords to-day, moved a vote of con gratulation to the Queen upon the occasion of the birth of a son to the Duke of York. The metion was seconded by Lord Salisbury and

agreed to. William Harcourt made a similar motion in the House of Commons. Mr. James Keir-Hardie frequently interrupted the Chancellor of the Exchequer during his introduction of the motion, which, he said, elevated to importance an event of every-day occurrence When the House of Commons, representing the nation, was asked to join in such congratulations, it was not calculated to raise the dignity of the members in the eyes of the nation, and he therefore, protested against the motion.

It was also he said, unworthy of the House of Commons that a Cabinet Minister, a member of the House, should be present on such occasions. The custom was a relic of the past and ought to be abandoned. It was a matter of small concern to him whether the future monarch was a genuine article or spurious. [Cries of "Order" Withdraw!" &c. tions, it was not calculated to raise the dignity Cries of "Order" "Withdraw!" &c. Mr. Hardie declined to withdraw his remark and continued his speech, saying he had a right to ask what particular blessing the royal amily had conferred upon the nation that the House should be asked to take part in this motion.

House should be asked to take part in this motion.

Maier Faunderson moved that the House refuse to hear Hardie any further.

Mr. Hardie, resuming, aliuded to the Prince of Wales as being sometimes seen in the gailery of the House and sometimes en the race track. The Speaker directe: Hardie to confine his remarks to the resolution. Mr. Hardie then challenged a division on the inction. The House was cleared and the motion reput, when it was carried without a division.

MINERS HINT AT ANARCHY. A Threatening Circular Seat to the Gov

BIRMINGHAM, Ala., June 28.-Thousands of copies of an alleged proclamation which to othing less than an Anarchist circular addressed to the Governor of Alabama and signed "Alabama miners," are being scattered broadcast here. The circular makes demands at the hands of the Governor that the shut down of the mines be declared off, and that the men be allowed to go back to work at that the men be allowed to go back to work at old prices, that the non-union element be sent away. The circular continuing says:

"That the wholesale arrest of our men cease by your withdrawing your standing advertisement offering a reward of \$400 for each arrest. This must be done, and by you; we are in no mood to be tampered with; we stipulate terms."

The circular continues, saying that negotiations between the Executive Committee and the operators must be gone into not later than July 1, it ends:

"If the above demands are not compiled with we will enforce them, by force of arrest?

July 1. It ends:
"If the above demands are not compiled
with we will enforce them, by force of arms if
necessary, after date set. Any unificiently move
during the stipulated time will be resisted."

WANT WAGES INCREASED AT ONCE. The Hocking Valley Relirend Employees Make a Sudden Demand.

COLUMBUR, O., June 28.-A committee of the employees of the Columbus. Hocking Valley and Toledo Railway called upon President Waite this morning and presented a new scale of wages, in which a demand was made for a full wages, in which a demand was made for a full restoration of wages. President Waite asked to have until Monday to answer the demand. The committee said the scale must be signed by moon to-morrow or the men would strike. President Waits gave out his reply the afternoon. Restoration of wages is refused until normal conditions prevail. It is not believed that the employees will accept the terms offered by President Waite. The movement for restoration of wages is audictive. for restoration of wages is under the auspice of the American Railwey Union.

Strike Organizers Sent to New York. Chicago, June 28.—At the request of the rail-way employees in the East, twenty-five men were sent out br the American Railway Union were sent out by the American Railway Union to ald organization in that part of the country. They are bound for New York and will begin work there. Engineers and fireness en all roads centring in Chicago are greatly incensed at the discharge of the four engineers by the Northwestern Road, and decisive action on their part in aiding the general strike is expected.

Bida't Explore the Great Unknown. ELIEADETH, N. J., June 28.-William H. But ton, who disappeared from his home on Tuesday night, has been found. He was tempo rarily deranged from the effects of the latence heat. He was wandering almiessly about the country near fremeley Point, and was brought to his home early this morning. The New Netherland to Hoopen,

Stafford & Whitaker, proprietors of the Hotel Imperial are to reopen the Hotel New Netherland at Pitth avenue and Pitty-nigh street, which has been closed since tion. Earle was system. The lease was signed insterphing, and is to run for len reases and ten mentle.

DID THEY DROWN CONTRILLOP

I'we Boys Accused of Bellberately Brown ing a Young Companion Francesco Costrillo, an Italian laborer, who lives at 352 East 114th street, reported to the police of the East 104th street station on Tuesday that his eight-year-old son Samuel had been accidentally drowned the day before at the foot of East 113th street.

Since then the father has been at the pler every day dragging the river for the body. Yesterday afternoon it came to the surface while Costrillo was standing on the pler. Shortly afterward he reported to the police that he had reason to believe that the boy had been pushed off the pier by two other boys. Costrille had as witnesses Luciano Salvarano.

14 years old, of 2.210 First avenue, and John Spanger, 13 of 2,212 First avenue. They said that at the time of the drowning Costrillo and two other boys, whom they did not know, were scuffling on the pier. They saw the two boys throw him into the river. Costrille struggled to a boat which was tied near the shore, but before he could reach

shore the others got into the boat and threw him in the river again. They ran to 114th street and disappeared. Upon the descriptions furnished by Salarano and Spanger, William Spooner, 13 years old, of 343 East 114th street, and Ernest Buckner, 13 years, of 337 Fast 114th street,

were arrested last night.

They admitted having been on the pier with Costrillo, but denied that they had thrown him into the river. They said he was running about the pier and fell overboard.

ENGLISH WORKMEN SEND HELP. Contributions Sent to the Striking Potters

in Ohio and New Jersey. COLUMBUS, June 28 .- The striking potters at East Liverpool, Columbiana county, O., have received the first installment of money from taffordshire, England, which was contributed to the striking potters in America by English workmen. The trades unloss at Staffordshire pottery district have levied an assessment of 24 cents per week on journeymen workmen and 12 cents per week on apprentices and women for the benefit of the American strikers, and each week will send the contribution to Fast Liverpool and Trenton while the strike continues. It is estimated that the Staffordshire district has about 30,000 pottery workers, and the amount contributed to each American journeyman striker will be about

MRS. GEBHARD'S HORLES BUN AWAT. She Stops Them by Turning Them Into : Hedge, but Is Thrown Out,

LONG BRANCH, June 28.-Mr. and Mrs. Frederick Gebhard are spending the summer at The Locusts, the stock farm of the late George I. Lorillard, at Eatontown. Mrs. Gebhard drove to Long Branch behind a pair of spirited penies yesterday. She was accompanied by a girl eight years old. Mr. Gebhard drove over

As Mrs. Gebhard was driving down Cedar avenue her team ran away. Mr. Gebhard whipped up his horse and attempted to overtake his wife. Mrs. Gebhard pulled her frightened animals into the hedge about the proper ty of ex-Judge Henry Hilton. The ponies were stopped with such suddenness that both Mrs. Gebhard and the child were hurled into the roadway. Neither was much hurt.

THE PANAMA CANAL

Arrangements Said to Have Been Com-pleted to Dig the Great Ditch. PANAMA, June 28. - A new company has been ormed in Paris, with a capital of 60,000,000 france, to continue the construction of the Panama Canal to completion. The liquidator of the old canal company sabled the news that the contract for the completion of the canal had been signed.

WILSON WENT AFIER OYSTERS. A Practical Joker Played a Serious Trick

Upon the Congressman. RE. June 28. - Congressman W I. Wilson returned here last night from down the Rappahannock River, where he visited Dr. W. S. Christian, his wife's uncle. While in Virginia he was the victim of a practical oker, and had it not not been for prompt action on the lover's part there might have been serious ending. The Congressman sought information about oysters and asked how he sould eatch some. The joker put him in a small boat with a pair of tongs and then sent small boat with a pair of tongs and then sent him on a private bed. Mr. Wilson found little difficulty in pulling up tongfuls of cysters. When the owner of the bed saw that he was being robbed he swore at the offender. Mr. Wilson went on uninterruptedly pulling up the cysters, whereupon the bed owner went into the house for his gun, and was preparing to fire at him, when the joker thought it time to interfere. Mutual expinantions followed, and Mr. Wilsen was invited to go on fishing.

A SOLITARY STAGE ROBBER,

He Had a Repeating Rife and Made a

VANCOUVER, B. C., June 28.-Dan McGilvary, a well-known rallway contractor, was one of two passengers in the Cariboo stage when it was held up near William's Lake. The stage had gone but three miles from Fifteen-mile House when a highwarman appeared on the road and commanded the driver and passengers to held up, covering them with a rifie. The party was taken entirely unrifle. The party was taken entirely unawares, and the driver was forced to surrender the British Columbian Express Company's box. The man then rode rapidly away and was soon lost to view. The amount taken is not known, but it is believed to be a fairly good haut. The express company has refused to carry money for the present, as it is believed that a gang of about eight highwaymen is operating. The highwayman wore a mask. He did not bother either of the passongers.

KILLED THE CHERKY STRALER. Mr. Jeroleman Struck Him on the Head with a Balcutick.

Theodore Jeroleman, a wealthy lumber dealer of Belleville, N. J., killed resterday with a balestick Hugh Drain of 10 Sheridan avenue, Kearny, whom he caught stealing cherries on his farm. Drain ied in a few hours after the assault, and Jeroleman, who is almost crazed with remorae, gave himself up and was taken to the county jud in Newark.

Mrs. Halliday Taken to Dannemora Prizon. MONTICELLO, N. Y., June 28.-Mrs. Halliday left here this morning at 5 o'clock for Dannemore prisen, in charge of Sheriff Harrison Beacher and Deputy Sheriff John B. Rice. The party drove to Fallsburgh station, five mines from here.
At Fallsburgh they took the Ontario and Western Railroad to Greecourt, thance the New York cantra to Albary, the New York and Canada to Flattsburgh, and the Chatsaugay to Dannemora. The prisoner was not at all violent and entered the carriage stillingly. She was handouffed, and the Sheriff, of whom she has always stood in great awe, told her that if she induired is any of her antice he would handouff her mouth. party drove to Fallsburgh station, five miles

Pirat Steamship from Manchester Direct The steamship British Prince, which arrived yesterday with a general cargo from Manchester, is the first vessel that has come here by war of the new Manchester Canal. Capt. Fothergill save the pilots have now mastered the difficulties of navigation in the canal, and that steamships are able to pass through it without grounding.

His Pupils' Protest Was In Vain. Principal William F. Sweeney of the Jersey City High School was removed by the Board of Education, in secret session last night. Four Sepublicans voted to remove him and three Democrats voted against his removal. It is said he was removed for political reasons.

HILL'S MOTION VOTED DOWN.

PRICE TWO CENTS.

IT WAS 10 STRIKE OUT THE IN-COME TAX SECTIONS.

Only Two Other Democrats Voted With Him-They Were Murnhy and Smith-Gray of Beloware Bodged-Several Republicans and the Three Populists Sided with the Finance Committee-A Very Lively Time in the Senute Over the Whinkey Schedule-All but Two Sections of the Bill Finished in Committee of the Whole,

WASHINGTON, June 28,-By a vote of 23 to 40

the Senate to-day defeated the motion of Senator Hill estrike from the pending compro-miss tariff measureall of the sections relating to the proposed Income tax and these sections will therefore be a part of the bill when it is reported from the committee of the whole to the Senate, which is likely to be done before the close of the week. An analysis of the vote by which Senator Hill's motion was defeated is significant as showing the distribution of the three parties in the Senate on the adoption of this Populistic legislation. If all of the Senators who were absent or paired had been present and voting, the political distribution of the vote would have been as follows: In the affirmative, Republicans 27, Democrats 4; in the negative, Democrats 38, Republicans 10, Populists 3. This total of 82 does not include the three Senators who deliberately dodged the vote. These were Jones and Stewart of Nevada and Gray of Delaware, the first a Republican, the second a nendescript, and the third a Democrat. Mr. Jones was inclined to favor the income tax proposition, but did not desire to desert his party, and for the same reason Senator Gray refrained from voting against the Finance Committee, although he is one of the bitterest opponents to the income tax in the Senate. Nobody knows Senator Stewart's reason for

douging, if, indeed, he had any. Only three Demogratic Sensiors voted out-right in favor of Senator Hill's motion. These were Messra. Hill, Murphy, and Mr. Smith. Mr. MePherson would have voted with them. but he was paired with the Republican Senstor, Mr. Dubols, an advocate of the income tax. Some of the Democrats were inclined to criticise Mesars, Murphy and Smith because of their supposed violation of the caucus agreement to support the amendments of the norant of the fact that Senator Murphy was ot present at the Gorman caucus, where the agreement was made, and that Senator Smith expressly reserved the right to vote according to his convictions on the income tax.

The official record of the vote shows that those voting in favor of Senator Hill's motion to strike out the income tax section were Senators Aldrich, Allison, Chandler, Cullom, Dixon, Dolph, Frye, Gallinger, Hale, Hawley, Higgins, McMillan, Manderson, Morrill, Patton, Perkins, Platt, Proctor, Sherman, and Washburn, Republicans, and Senators Hill, Murphy, and Smith, Democrats. Total, 23. Those voting against the motion were Senstore Bate, Berry, Blackburn, Blanchard, Brice, Caffery, Camden, Ceckrell, Coke, Daniel. Faulkner, George, Gibson, Gordon, Harris. Hunton, Irby, Jarvis, Jones of Arkansas, Lindsay, McLauren, Martin, Mills, Pasco, Ransom, Boach, Vest, Vilas, Voorhees, Walsh, and White of California, Democrats; Hanabrough, Mitchell of Oregon, Pettigrew, Power, Shoup. and Teller, Republicans, and A len. Kyle, and

Peffer, Populists. Total, 40. This leaves a total of twenty-one Senators to be accounted for, and this absence is not explained by the pairs announced, which were, the first named being in favor of Hill's motion: Cameron and Butler; Carey and Mitchell of Wisconsin: McPherson and Du Bois; Wilson and Gorman: Squire and Palmer; Quay and Morgan: Lodge and Call, and Davis and

These sixteen Senators added to the sixty-

Turpia

four who voted left five unaccounted for. They were Messrs. Gray and Pugh, Democrats, and Jones of Nevada, and Wolcott, Republicana and Stawort, nondescript. Senator Pugh was paired with Senator Hoar, but under a misunderstanding neither voted. Mr Wolcott was paired with Mr. White of California, but

as the latter voted it left Mr. Wolcott an advocate of the income tax, unpaired.

There was some question about the propriety of observing other pairs, some of which we have been different although it would have made no material change in the result. There was some misunderstanding, for instance, about the pair of Senator Gormac, which was transferred and retransferred, until finally he stood paired with Mr. Wilson of lowa, who is supposed to be at least as friendly to the income tax proposition as Mr. Gorman himself, but both of these votes were lost.

Description of these votes were lost. There was and altered become a supposed to be at least as friendly to the income tax proposition as Mr. Gorman himself, but both of these votes were lost. The work that in favor of Senator Hill's motion there were twenty-one Republicans and three Democrate paired. Opposed to it there were thirty-one Democrate six Republicans and these Populists voting, and six Republicans and three Populists voting, and five Democrate and one includes and one legible and the publican, one Republican and the Populists voting, and five Democratically conceded on both sides of the chamber that he fought that he made and it was generally conceded on both sides of the chamber that he fought that he made and it was generally conceded on both sides of the chamber that he was somewhat surprised at the vote of some Hensters who he had reason to think favored his motion to strike out the offeasive sections, but who were induced to believe that it was their duty to vots with the majority of their respective parties. Refore the trip of their respective parties. Refore the trip of their respective parties. Refore the publicans or an inspection of the books of all business corporations by income tax assessors, which was affected by the chamber just before a new inspection of the books of all business corporations by income tax assessors, which was lead to the chamber just before a new fine parties, which was affective in make proporation between the propo